THE MUD RUN DISASTER.

SIXTY-TWO LIVES LOST IN THE RAIL-ROAD SMASH-UP. The Funeral Train Bearing the Bead to Their Homes-Twenty-six Corpses Left at the Little Hamlet of Pleasant Valley-Fifty Men at Work Digging the Corpsof the Victims-Twenty-two Bodies Left

of the Victims-Twenty-two Boules Ler at Scrunton-Trying to Fix the Responsi bility for the Awful Disnater, WILKESBARRE, Oct. 12 .- The interest in the Lehigh Valley Railroad excursion train disaster has shifted to-day to this bustling little city of Wilkesbarre, and to the foriorn little town of Pleasant Valley, ten miles from here. Wilkesbarre excursonists were fortunate, not a single resident of the town having been killed. Pleasant Valley, on the other hand, is plunged into the deepest depths of grief. It is a small mining place in a lovely country, and the 2,000 people are poor, for the coal beds are not worked regularly, and there is not labor for all each month in the year. The is one long strangling street, with the humble houses of the coal diggers fronting on it, and straggling of in groups on either side, as in other country towns. Four railroads run through Pleasant Valley, and the place in part is a network of switches and crossing tracks. It is the one hamlet in the four northeastern counties of Pennsylvania which has suffered most. More people from Pleasant Valley were in the rear car of the train that was run into than from anywhere else. In fact, most of the St. Aloysius Seciety from that place were in the car that was the first to be hit by the two engines of the down train behind, and so to-day Pleasant Valle) is a valley of death, and there is woo bepeath its every roof.

When the funeral train last night carried the dead to its station almost all the people were at the depot. The bodies were lifted quickly from the three cars. Each stiff form was covered only with a white winding sheet, for the undertakers of White Haven, though asked to do so, had not been able to furnish enough pine boxes in which to place the corpses. It was dark and cold when the dead were removed to their homes, whence so lately they had gone merrily for recreation at Hazleton. There are few public lamps in Pleasant Valley. and the moon and the stars were hidden by the mountain clouds. Only the miners' lamps blazed fitfully and made weird illumination of the procession of death, as from the railroad station each family bore home its dead. Every living face was haggard from loss of sleep and long suspense. Not all knew whether their own were yet among the living until long after the train had rolled on its way further through the stricken Wyoming hills. Then, when the living and the dead were all reunited, the hearts of the miners uttered their loudest lamentations. Little sleep had any through the weary hours of the night. The bodies were still garbed in the clothes that had been torn into tatters in the wreck, and were still covered with the blisters of the scalding steam and the blood of the bruises and wounds. To prepare the dead for burial was the occupation of the night. The women did it, and the tears they shed kept their cheeks wet till the dawn of day. The women of those families into which death had not entered left tainines into water death and not entered lett their homes and helped the others in their sad duties. The men stayed up long, too, and talked bitterly of the misfortunes of their town. In all there were thirty-six dead in Pleasant Valley, and that number of deaths in one day in a community of few more than 300 families was enough to turn the whole town into a place of mourning.

in a community of few more than 300 families was enough to turn the whole town into a place of mourning.

So cruel had been the crash of fale that some families were almost annihilated, and often a mere child found himself alone with a dead father, a dead mother, and a dead brother. Wives mourned their husbands and husbands their wives. Farents had lost their children. Old women bent over the cold forms of their sons, their only support. The long lane of the town was marked with houses from whose doors there fluttered emblems of death. All business was stopped to-day, and the only work done was that done by some fifty or sixty men, who were busy all day digging the graves of the victims in the cemeters. They have worked is sight of hundreds, and they have done their labor in melangholy silence. Tomorrow morning the funcrais will be held. According to the prosent plan all of the thrity-six bodies will be taken to the little Catholic church and one solemn requiem mass will be celebrated. Thousands who were on the doomed excursion will got to Pleasant Valley from Scranton. Wilkesbarre, Plymouth, and Hazleton and try to crowd into the 600 sents of the church. They cannot all get in, but they will all escort the funeral procession to the burying ground on the hill.

Evidence as to the cause of the collision has been gathered to-day in Wilkesbarre and Mauch Chunk. It is contradictory in the extreme. Some one is lying, and lying shrewdly as well as strongly. The men who are directly concerned are Conductor Terry and Brakeman liannigan of the stationary train, and Engineers Cook and Major of the men say the danger lights were there. Others any they were not.

showed has atrocally. The men who are directly concerned my conductor Forty and Prachem Sense Cook and Maior of the moving train that heavy Cook and Maior of the moving train that heavy Cook and Maior of the moving train that heavy Cook and Maior of the moving train that heavy Cook and Maior of the men and the danger of the moving train that he was a control of the state of the moving train that he was a control of the men and the danger of the moving train that he was a control of the men and the moving train that he was a control of the moving train that he moving train that he was a control of the moving train that he was a control of the moving train that he was a control of the moving train that he was a control of the moving train that he was a control of the moving train that he was a control of the moving train that he was a control of the train he was a control of the moving train that he was a control of the train he was a control of the moving train that he was a control of the control of the moving train that he was a control of the control of the control of the control of the control of

neer Major. When I think of it now I have to conclude that the brakeman did not go far enough to display his red lantern, and that when he was waving it at the station telegraph office there must have stood between him and our train a dozen people or more. They had probably got off the walting train, and they hid the lantern from our sight. No, I am not color blind. I have never been examined as to my ability to distinguish colors, but am a painter by trade, and can tell all colors and imitate them too. There never has been any examination of the Lebigh Vailey railroad employees to find out those who are color blind."

Coroner Horn of Carbon county began his inquest to-day at Mauch Chunk. If the evidence showed anything at all it showed that there was a red danger signal below the telegraph station and the standing train; that that signal was not heeded, and that thus the accident was caused. The manner of placing this warning was prescribed by the special ordera issued for the running of the eight excursion trains. Engineer Major first testified about the meaning of the term "having a train underfull control," which was the way in which it had been ordered all trains should pass Mud Run. He said that the rate of speed to place a train underfull control, so that it might be stopped instantly, was four miles. Now all the testimony so far gathered is that the train was going at theirly twelve miles an hour. Hugh Gallagher, firemen with Engineer Cook, admitted to Coroner Horn that when at a distance of five telegraph poles from the station he saw a red light, but, though he watched it for a moment, he did not say a word to Cook until the engine had passed the two men imped.

Engineer Major's story is that he saw thered light only after having passed the station when they were just upon the other rain. He said that he depended upon his brakeman, John Mulhearn, to waten for danger lights, Mulhearn was on the side where they could be seen. Major was not, and besides, he declares that the dirt and steam from the engin

we had only a red lantern and you were flagged."

Conductor Terry said that when his train stopped he was passing through a car, collecting tickets, and was penned in for several nulautes in the crowd of lads who were marching behind him. He did not personally go to the rear brakeman, Hannigan, and instruct him at that time to go back, but he had given him careful orders at Penn Haven to go back with his red lantern whenever the train was stopped. These instructions were given in detail and several times impressed upon Hannigan.

this red lantern whenever the train was atopped. These instructions were given in detail and several times impressed upon Hand. Conductor Terry was asked whether the ears were lighted or not. This was important, because if they were lighted they would have bind, and could have been seen from the lower end of the curve. He answered that he had passed through pine cars, all of which had passed through pine cars will be passed the pine the propositions by Conress the Stoux will at once give their consent to the terms of the analysis of the consent of the Indians can be obtained as the proposition of the propositions of the proposition o

on the rear of the train, and the flagman went back with his lantern to warn the eighth section. Despite these signals and also the one at the depot, the last section, drawn by two powerful engines, came along and crashed into the train, telescoping the rear car completely."

The report telegraphed from Wilkesbarre that the last section was not supplied with the air brakes is incorrect. The report probably originated from the fact that the head engine of the last section, which is a new heavy-draught locomotive, did not have that improvement. The second engine had the air brakes, and its hose was connected with the ears.

LIVE WASHINGTON TOPICS.

Arrival of a Big Delegation of Stonx In-

dians-Two Presidential Vetoes, WASHINGTON, Oct. 12 .- The contingent of Sloux head men and chiefs who were authorized to visit Washington to confer with the authorities here in relation to the opening of the great Dakota reservation, reached here tonight, and to-morrow will hold a pow-wow with the Secretary of the Interior. The Indians number sixty-two, and the entire force, including agents and interpreters, reach seventy-five, Messrs, Wright and Pratt of the Commission were in conference with the Secretary for some time to-day, agreeing upon the points which should be submitted at the pow-wow to-morrow. The visit of the Indians is a concession on the part of the Government growing out of the failure of the Sioux Commission to gain their consent to the opening of the reservation. The suspicion of the Indians, engendered by squaw-men and other self-seeking parties, that they would not be self-seeking parties, that they would not be fairly dealt with in the proposed opening of the reservation, it was thought could in most part be allayed by allowing the Indians to come here, and, if they could not be induced to sign, to at least get from them a counter-proposition. It may be frankly stated that the Interior Department does not expect the present Commission to gain the desired consent under the present law, and that such purpose has been practically abandoned. The energies of the Commission and of the Interior Department authorities will now be devoted to securing from the Indians counter propositions upon which Congress may act with very little legislation at the next session. It is understood that the Indians stand ready to submit two or three propositions to the Secretary, and these propositions will be somewhat lieked into shape at to-morrow's council, so that they may be presentable to Congress. The first proposition, it is said, involves the payment in cash down, so that it may become immediately available to the Indian, the use of \$5,000,000 for the 11,000,000 acres of land that it is proposed to throw open to settlement. The second proposition is that the price of land shall be raised from lifty cents to \$1 per acre, to be paid by the settlers who go upon the lands. Upon the acceptance of either one, of these propositions by Congress the Sloux will at once give their consent to the terms of the present act as modified. It seems practically settled that the price of this land must be raised hefore the consent of the Indians can be obtained, and the propositions and to be advanced by the Indians are considered very moderate by the Authorities here.

A funny becomerang was concocted against fairly dealt with in the proposed opening of

It seems to me that such a precedent ought not to be established. If in pension legislation we attempt to destraine the cases of this description, in which the second husband cannot or does not properly maintain the subdiverse widow whom he has married, we shall open both on the confusion and uncertainty, as well as unjust discrimination.

Miss Roseline F. Walsh, daughter of Mr. Dennis Walsh of Lee, Mass., and Mr. Peter A. O'Hoyle, a lawyer, of Pitiston, Pa., were married at 10 o'clock yes-terday at All Saints' Church, lighth street and Sixth avenue, the Rev. John A. McKenna, assisted by the Rev. Toomas Kinkeard, performed the ceremony. Thomas Kinkeard, performed the ceremony. The altar was decreated with flowers. Mr. H. H. Brown, her brother-in-law, gave the bride away. Mr. James Buckfor and the state of th

The members of the Federal Club gave Col. S. V. R. Cruger, the Republican candidate for Lieutenant-Governor, a rousing reception last night at their club rooms, Fifty ninth street and Madison avenue. club rooms, l'ifly-ninth street and Madison avenue. Ed-ward P. Rowu presided at the meeting, and Col. Cruger-made a short speech. The Rev. Br. McArthur said: "It tell von gentlemen, von ought to pity taken at should be elected in November. If this should have a to think of my conducting Thanksgiving acretice in Cal-vary church on Thanksgiving day and Mr. Cleveland in the White House for another lour years: but he will not be elected. I have never been disappointed in Mr. tleveland. I never expected anything from him. What could be expected from a narrow, uneducated, un-traveiled man? It was as cruel to him as it was to his party to place him in power." An R. and R. Hotel Baggage Check.

The body of the man who was found drowned it Pier 53, Last River, ou Thursday, still lies uncisimed at the Morgue His appearance and clothes denote re arone storage are appearance and ciones oscole re-spectability. He was apparently about 45 years old. In his pockets were found a bangage check marked "R. and R. flotel, 14," an indiffashioned silver watch with an octazon case, and two pairs of syeulasses, one with rother rims the other with gold. To the latter was a tinched a small gold chain. The only money found on the tody was thirtt-one cents.

Constitutional Amendment Ballots. Those who may wish to vote for the Constitutional Amendment this fall will find ballots ready for them at the office of County Clerk Flack, the law pro viding that they shall be thus supplied. Individuals and organizations will be supplied on demand. The amendment provides for an auxiliary court to sit when the Court of Appeals calendar becomes too crowded to be dispused of by that tench. It is to consist of seven supreme Court Judges.

Gambler Tom O'Brien Arrested. Tom O'Brien, the cambler, was arrested last just as he was entering Palmer's Theatre. The arrest was made on a warrant for assault procured by Claude L. Goodwin of 42 West Twenty sixth street. He charges that while he was at a barber's Wednesday getting shaved O Brien broke a bay rum bottle over his head.

New Railroad on States Island. A new railroad to run from Arrochar depot the biasen Island Rapid Transit Railroad to Bergman's flotel, South Beach, a distance of one mile, is to be operated by the bouth Beach Railway Company, which has just been incorporated with a capital stock of \$50,000.

Mme. Hading at Dockstader's,

Mme. Hading took advantage of the freedom from the cast at Paimer's Theatre last night to enjoy the ministreley at Dockstader's. She occupied a prescenium has that was gayly festioned in her kinner with the Tri-cular and the stars in d Stripes.

A little Trust in the Northwest. MINNIAPOLIS, Oct. 12.—It is reported that the hide dealers of the Northwest are about to form a trust

Boynt Bahtng Powder, Absolutely Pure, For twenty-five years the standard—add.

NEWS OF THE RAILROADS.

INFORMATION FROM ALL PARTS OF THE RAILWAY WORLD. The New Gloucester City and Ateo Railrond Project—Talk of a Direct Line Between Providence and Springfield—Personals, Superintendent Topping of the United

States Express Company, who has general supervision of the construction of the new Gloucester City and Atco Railread, said yesterday that the project is well under way. Two lines have already been surveyed, and a third will be finished in a few days, and then it is expected that the main route will be determined for a certainty. The new line will be about seventeen miles long and nearly an air line. It will form an important link in the Central of New Jersey system, of which it is really a part, and it will admit of a direct and easy entrance into Philadelphia. It passes through a fine section of country, taking in Chew's Landing, Blackwood's Town, Clem-ington, and Atco. The work will be rapidly pushed. The \$400,000 bonds were taken up in a few days, and as the directors are many of them identified with the United States Express Company and the Central of New Jersey

pushed. The \$400,000 bonds were taken up in a few days, and as the directors are many of them identified with the United States Express Company and the Central of New Jersey Railroad, there can be little doubt as to who carries most of the stock. Among them are President Thomas C. Platt and Superintendent Toping of the United States exceeding the Company of the United States of the Export President of Chancellor McGill has appointed Thomas S. R. Brown of Kepvort trustes for the Kepport and Matawan Street Kailway Company, upon application of William H. Ised. President of the company and its heaviest stockholder. The railroad has a bonded dott of \$50,000 and a small floating debt. Mr. Brown as trustee has power to operate the road and may off the floating debt.

There is fresh talk of a direct time between Providence and Springfield, though only a part of the line may be built for some time. The year line would run from Hope, R. L. striking the Norwich and Worcester division of the New England road at Danlelsonville, Conn. and thence cutting across in a nearly straight line for springfield. There have been several surveys for such a line within a few years, but the capital to build it with has not been forthcoming. The present project is in the hands of Providence parties, who are understood to have a good amount of backing. Agents of these parties have been along the line from Hope to Danlelsonville, and have secured the promise of all the business of the line of mills which would be served. There are something like a dozen cotton mills between Hope and Danlelsonville which are now dependent on the New England road. All of these look for a benefit in the way of rates, apart from the more decided one of better freight facilities. Most of these factories now have a long haul by team of both raw materia and the linished product, and, even with the advantage of splendid water power and an almost entire saving of steam using, make small profits.

Hiram Umpleby is an engineer on the Wilkesbarre Railroad. He was shot w

Association.

Wednesday, Oct. 17. is the day set for driving the gold and silver spike which is to connect the Derby extension with the Housatonic road.

FINANCIAL AND COMMERCIAL New York Stock Exchange-Sales Oct. 12. 

	CLOSING PRICES OF DAIRED STATES BONDS.
	Bid. Asked   Bid. Asked   Bid. Asked   U. S. 6a, 1805   121   U. S. 6b, 180   1234   U. S. 6a, 1805   1234   U. S. 6a, 1807   U. S. 6a, 1
H	U. N. 4s. c1274 128 U. S. 6a 1898 1284 U. S. 6a 1899 13116
	RAILEGAD AND OTHER BONDS (IN \$1000s).
1	1 Att. & Pac. tn 23   6 N. J. C. genl 5s 105
Ш	5 234 11 100
	10 2 % 10 N. Y. Cent. ex. % 100
Н	5 23% 1 N. Y. Cent. deb 110
	5 24 5 Nash, & Chat. con. 175 2 2636 2 N. Y. El. 181
	2 N. Y. El. 1st
	20 804 12 91
Н	35 8216 5 N.W.deb. 5a.25 v'ra, 106
	2 Balt. 4 O. bs. r 106   2 N.Y., O. A. W. 1st. 111
Н	13 Bur., C. R. & N.1st. 9414 1 Ohio So. 1st 105
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Н	33 Ch. & O.se. B. R. ctf. 304 20
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J	3 Dul. & Man. lst 1025 15 Reading 2d pf. inc. 76
ı	10 Den. & S. P. 1st 75 5 76
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PRILADELPHIA CLOSING QUOTATIONS. 

Phila R. 3d pf. 6058 60781

LATEST LONDON GUOTATIONS.

Atlantic A Gt W. 181. 42 Lonnoville & Nashville. 6258

Atlantic A Gt W. 184. 54 N. Central

Landan Partic 5098 Sorthern (Schiller Child

Central Farine 30 Northern (Schiller Child

Frie common 305 Pennevivania 2748

Frie accussos. 1639 Sending 2748

Illinois Central 1238 St. Fautronmon 5548

Lage Shore 12058 Wateripf. 2459 FRIDAY, Oct. 12.

The stock market has dwindled to the proportions of a waiting speculation. The street is not expecting any special development to promote activity, but it does believe, or, rather, a majority of traders take the view, that none of the larger interests will take hold of the market until after the election. Consequently the little fellows hold aloof. In the absence of leadership there was really no incentive to make new ventures to-day; still, the market held remarkably well, and the average of prices at the close was, if anything, better than yesterday. In no stock was the trading sufficiently large or of a character to deserve special comment. The fact that some of the leading shares, like Lake Shore, Reading, and Richmond Terminal, were conspicuously firm contributed largely to the strength of the market. Among the specialties, the only ones that recorded noteworthy fluctuations were Richmond Terminal preferred at an advance of

mond Terminal preferred, at an advance of 1% per cent., and St. Paul and Duluth, at a decline of 4% per cent.

The only news was of the bond purchases, but as these have become a continuing influence to-day's operations were not especially reflected in prices. The holders of stocks betraved no anxiety, while the ease of money and cumulative evidence of improvement in the railroad situation deters bear attacks. The closing was strong, but not at the best prices. Pinal sales compare with those of yesterday

Prices and was strong with those of yesterday as follows:

Can. Southern. 55% 5-48 Nor. Pac. 0ed. 11. 0cd. 12. 0cd. 12. 0cd. 11. 0cd. 12. 0cd. 12.

In bank stocks, 25 shares of Butchers' and Drovers' sold at 180. In the Unlisted Department the sales of National Transit certificates, crude potroleum, were 681,000 barres at 93,46444; cents # barrel, closing at 345. The sales of American Cotton Oil Trusts were 24,717 shares at 47,489 49, closing at 484. Other transactions were in Western Union Telegrand collateral trust 58, \$21,000 at 96,8067; Georgia Facilic 2d con. 58, \$20,000 at 565,807; Georgia Facilic 2d con. 58, \$1,000 at 565, and incomes \$6,000 at 266,265; Chicago and Atlantic Beneficiary, 400 shares at 57; Lebigh and Wilkesbarre, 900 shares at 516,32; Chicago Gas Trust, 200 shares at 35, and Mount Desert Land, 600 shares at \$2,127.
Money on call, 28245 # cent. Time loans are In the Unlisted Department the sales of Na-

Money on call, 262% F cent. Time loans are quoted at 4 % cent. for 40 days, 4 % F cent. for four months, and 5 % cent. for six months. The best single-named commer dai paper sells at 56 6 % cent., and fair encorsed at 5 % cent.

at 566 °C cont., and fair endorsed at 5 °C cont.

Sterling exchange quiet. Nominal asking rates \$4.54 'a for long bills and \$4.88 'a \$4.89 for domand. Actual rates \$4.83 'a \$4.80 for domand. Actual rates \$4.83 'a \$4.80 for 60 day bills. \$4.87 'a \$64.80 for sight drafts, and \$4.88 'a \$64.80 for cable transfers.

To-day's offers to sell United States bonds to the Government aggregated \$4.418.100, as follows: Coupon 48. \$10.000 at 123 'a, \$75.000 and \$7.100 at 128 's, registered \$4.38, \$2.480,000 at 129, \$367.000 at 128 's, 2425.000 at 128 's, \$40.000 at 128 's, and \$45.000 at 128 's, coupon 4 'ss. \$2.000 at 108 'a, registered 4 'ss. \$5.500 at 108 'a, and \$1.000.500 at 108 's. The accentances were \$1.016.500 viz.; \$2.000 4 'ss registered at 108 's. \$8.500 at 108 's, and \$1.000.000 at 108 's.

It was authoritatively stated at the Trensury

18.500 at 108%, and \$1.005,000 at 108%.

It was authoritatively stated at the Treasury Department to-day that Secretary Fairchild's visit there yesterday had nothing to do with the atter of bond purchases and furthermere that there has been no change in the policy of the department in that respect, except to limit the purchases for the present to bonds other than those held as security for national bank circulation. The reason for this was because the deposits on this necount for October had already reached the limit fixed by law. In the matter of luture purchases the action of the department will be governed altogether by the rates at which offers are made und the exigencies of the situation. It is an open secret that the department prefers to apply the surplus to the purchase of 4½ 7 cent, bonds, as the loan nearest maturity and therefore the one for the payment of which provision must first be made and it is not likely that any 4 8 first be made and it is not likely that any 4 8 one for the payment of which provision must first be made, and it is not likely that any 4 % cents will be bought, for the present at least, unless there is a decline in the price at which they are offered, or unless some change should occur in the financial situation which would make such a course advisable.

The Wheeling and Lake Eric Railroad Com-pany declared to-day its usual quarterly divi-dend of 1 f cont, upon its preferred stock, pay-able Nov. 15, to stockholders of record on

Treasury balances compare as follows: 

Logal tenders. 28,004,735

Totals First, Section 115 First, 158 Soc. Silver balance, 820,005,000, scains: 831,224 857 rester day. Deposite in national banks, 852,012,748, against \$51,885,000 yesterday.

Money in London, 4% B cent. Discount in the open market, 35 occur. The amount of builton gone into the Bank of England on balance to-day is 233,000. Paris advices queto 3 weents at 82,35, and checks on London 25,38%. The sales of mining stocks at the New York Consolidated Stock and Petroleum Exchange to-day were as follows:

The total transactions were 38,190 shares.

New York Markets.

FEIDAY. Oct. 12.-FLOUR AND MEAL-The FRIDAY. Oct. 12.-FLOUB AND MEAL-The floar market was quite true and the demand showed a fact: improvement stillingers and select were quite apar in their worse.

Cornes-l'atures opened firmers a much stronger reportional laverages, but the tredited frost did not materialize and there was a presente to sellon South-

hare The Injuming are the closing pieces bid for futures with sales angregating 7-1-as takes.

October the the March Seek July 10-be. Secundary 6-1-be. Persuary 0.71c July 10-be. Peccamber 6-1c April 5-c. August 10-21c. June 10-21c. June 10-21c.

200314cc, and 20041c. for white, old and now crops, as in quality; also, No. 2 white on the spot, 238g. for now. Bye quested at above. Rariov repursed sold at No. for two rowel State. After Change-Wheat weak No. 2 red winter for November, \$1.40g. these weak No. 2 red winter for November, \$1.40g. they are the state of the state o

Wild. Patonium—Crude certificates opened quie', but steady, and so remained until shortly before the close, when under free buying, prices actuanced; opening at 1855cc, selang at 1855cc, and closing firm at 94569045cc, sales 1,104,000 bits.

Live Stock Murket.

New York. Friday, Oct. 12.—Receipts of beeve, 170 car loads, or 2,050 head—110 car loads for the market, 60 car loads for city siaughterers aircot, and 29 car loads of sale cattle were in the selling pear from previous arrival to letter \$\tilde{\text{tot}}\$ (a) \$\tilde{\text{tot}}\$ (b) \$\tilde{\text{tot}}\$ (b) \$\tilde{\text{tot}}\$ (b) \$\tilde{\text{tot}}\$ (b) \$\tilde{\text{tot}}\$ (b) \$\tilde{\text{tot}}\$ (b) \$\tilde{\text{tot}}\$ (c) \$\tilde{\ Texas steers went at \$2.00500.00 and respected steady at \$2.00500.00 pt.

[Receipts of calves, 205 head. Reported steady at \$2.00500.00 pt.

Receipts of sheep and lambs, 19 car loads, or 4.102 head. Duil, weak, and depressed at lower prices, with but little more than one-half of the offerings said up to a late tour. Sheep sold at \$3.40500.00 pt.100 fbs.; tambs of \$2.0000.00 pt.100 fbs.; tambs but little in-re-translate lost \$3.406\$4.60 \$100 hs.; lamus at \$66\$91.376.
Receipts of hogs, 5,730, all for slaughterers direct. None for sale alive. Nominally steady at \$6.506\$93.85 \$100 hs.

MARINE INTELLIGENCE. MINIATURE ALMANAC—THIS DAY.

Sun rises.... 6 00 | Sun sets... 5 22 | Moon sets....morn

HIGH WATER—THIS DAY. Sandy Hook, 1 58 | Gov. Island. 2 36 | Hell Gate.... 4 25 Arrived-FRIDAY, Oct. 12. Adriatic, Cameron, Liverpool Oct S and Queens

Se Adriatic, Cameron, Liverpool Oct. 3 and Queenstown 4th.

Se Saale, Richter, Bremen Oct. 3 and Southampton 4th.

Se Picqua. Bettleley, Gibraltar.

Se Beneroy, Beneke, St. Jago.

Se Victoria, Aarseili, Baracoa.

Se Ginyandotte, Keily, Newport News.

Se City of New Bedford, Davis, Fail River.

Se Old Heminion. Couch, Bichmond.

Se Louis Buckt, Montu, Jorksonville.

Se Seneca, Walker, Norfolk.

Khip Charles Bennis, Allen, Calcutta.

Bark Chas F, Ward, Peterson, Port Spain.

Bark Havann. Rice, Havana.

[For later arrivals see Jottings about Town.]

Se Sardinian, from Montreat at Moville.

Business Motices.

Gentlemen's Winter Undershirts and Braw-ers, 6c. 75c. \$1 each. 'ardizan and Jersey Jacketa, \$1, \$1.0, \$2 each. J. W. JOHNSTON, 290 Grand st., New York, also 379 6th av., above 23d st.

Buy Kennedy's Famous Derby Hats and save retail profits, prices 51.40 to \$2.40; worth \$3 to \$4, unequalled for style and durability. 26 Cortlandt st.

\$3.50 Fine Derby at \$2.35, \$7 Silk Hat at \$4.80. PEACOCK'S, 124 Chambers st.

Shirts to order; 6 for \$8; elsewhere, \$9. MARRIED.

BENSON-GRANGER.-On Thursday, Oct. 11, at St. John's Episcopal Church, Passaic, N. J., by the Rev. Williams Howland, Harriet H. Granger to Robert D. Benson.

LANK-BARREE.-On Wednesday, Oct. 11, at the reidence of Charles E. Sprague, Laq, New York, Nena Britton Burbee, daughter of the late William Barbee of Laray, Page county, Va. to Albert W. Lane of Mount Vernon, N. V., the Rev. Br. Chas. Bitting officiating.

DIED.

BAXTER.—In Jersey City, on Thursday morning, Oct. II. Catherine, the beloved wife of Patrick Baxter, in the 11. Catherine, the beloved wife of Fairick Baxter, in the 42d year of her age.

Relatives and friends of the family are respectfully invited to attend her funeral from ber late residence, 178 Mercer at, this morning at the clock; themes to St. Bridgeris Church, where a solemn high mass of requirement is be offered up for the happy repose of her soul.

BOOKSTAVEH.—On the 11th inst. diarry, only son of Henry W. and Mary B. Hookstaver, aged 9 years.

Funeral services at the house of his parents, 14 Hast 67th at, to-day at 4 Celock F. M.

BRIDOMAN—Suddenly, in Hahway, N. J., Oct. 10, Lewis J. Bridgman, in the Sist year of his age.

Funeral services at the residence of his son in-law, Mr. E. A. Campen, Milion av., to-day at 1 P. M. Friends will please out flowers.

CULHANE—Oct. 11, 1888, Thomas Culhane, in the 67th year of his age.

Relatives and friends of the family are respectfully invited to attend the funeral from his late residence, 1,629

requirem with the one-time at the ment in Calvary.

CARNEY.—At her late residence, 180 Freeman st.,
Greenpoint, Johanna Carney, aged 54 years 9 months Greenpoint. Johanna and 14 days. Relatives and friends are respectfully invited to attend and 14 days.

Relatives and friends are respectfully invited to attend the funeral to-day at 1 F. M.

CHAMBERLAIN.—At Craftsbury.VL., on Monday, Oct. 8. Hielen Sophia Douglass, voungest child of the Rev. John and Elizabeth M. Chamberlain.

CONNELL.—On Wednesday, Oct. 10, Wm. Connell. Funeral from the residence of his daughter 25 Whitehall St., this morning at 863%. Interment in Caivary.

DIX.—Oct. 11, Mrs. Adeline Dix, after a lingering illness, in her 65th year.

Funeral services at her late residence, 243 Spring st., on Sunday, Oct. 14, 12 U.M. Relatives and friends are respectfully invited to attend.

DRISCOLL.—On Friday, Oct. 12, Jane T. Driscoll, nee Morgan, beloved wife of John J. Driscoll.

Funeral on Monday, Oct. 15, from her late residence, 266 cf. https://dx.doi.org/10.1006/10.

requiem mass will be celebrated for the repo e of her soul. Relatives and friends are respectfully invited to attend.
FORBES.—At Rahway, Oct. 10, William Forbes, in the Both year of his age.

Relatives and friends are respectfully invited to attend the funeral from his late residence, on St. George av., 10-day at 1 P. M. Carriaves will be in waiting on the arrival of the 12 M. frain from New York.

11 LY NN.—On Friends, Oct. 12, 1888, at the residence of his mother. 283 Broad way, Broadlyn, Thomas E., son of Nary and the late Michael Gynn.

Relatives and friends of the family are respectfully invited to attend the funeral from ets. Peter and Paul's Church, Wythe av., Broadlyn on Sunday afternoon, Oct. 14, Hork NS.—On Thursday, Oct. 14, Margaret Hopkins, widow of William Hopkins, aged 6t, born in county Tipperary, Ireland.

Funeral wait take place on Sunday, Oct. 14, from the residence of her daughter, Mrs. Anne Murtha, 572 West 11th st., at 1 o'clock sharp. Friends kindly invited.

HURTH.—On Wednesday, Oct. 10, Mr. B. Scott Hurtt, ages, 32 years.

Relatives and friends are invited to attend the funeral HURTT.—On Wednesday, Oct. 10, Mr. B. Scott Hurtt, age. 32 years.
Relatives and friends are invited to attend the funeral treat his late residence, 150 West Soth at, to-day at 10 o'clock.
LEDDY.—At West Chester, Oct. 11, Janie, daughter of the late Bernard and Ann Leddy.
Friends and relatives are invited to attend the funeral from her late residence, at West Chester, on Sunday, the 14th inst. at 2 P. M. MOORE.—At her interested on 27 3d av., Catharine. it of the rest each enter at west Chester, on Sunday, the Mth lint at 2P. M.

Mi)OHE.—At her interestlence, 207 3d av., Catharine, believed wile of Win Moore between while of Win Moore the Moore and the funeral from the above restlence to day at 10 A. M.; theore to St. Stephen's Church, where a requirem mass will be offered for the repose of her soul. Interment in talvary temeter,

MULEOV.—Atter a short illness, of pneumonia, at his late residence, 45° West othics, Richard Mulroy.

Funeral on Sunday at 2P. M.

MCNAMAIA.—Honorath McNamara, the beloved daughter of the late Daniel McNamara in the 25th year of her age.

McNamara. Honorah McNamara, the neloved daughter of the late Daniel McNamara, in the 25th year of her ag 4 first A. N.: thence to St. Stephen's Boman to day a 18:25 A. N.: thence to St. Stephen's Boman tratholic Church where a solemurequiem mass will be officed. Internent in Calvary SHORT—At the residence 15 Ocean place, Brookiya, NRORT—At the residence 15 Ocean place, Brookiya, Oct. 11, 1988, California, deerly believed wife of Dennis Short, aged 23 years 11 months and 25 days.

A solemur requiem mass will be offered for the repose of her soul at 5t. Francis de raises thurrit, Broadway, near Hult st. on Starday morning at 10 oclock. Relatives and friends respectfully requiesed to be present.

Special Motices.

HOW TO GET WELL. DE TOBIAS'S VENETIAN LINIMENT

If you are suffering from CHRONIC RHEUMATISM, NEUEALADA, PAINS in the LIMBS BACK of CULTATION FUNCTION OF COLORS TO STATE THE TOTAL THE WARD AND THE STATE OF THE TOTAL THE WARD AND THE WA

"MES WINGLOW S SOUTHING SYRUP, for Children teething," softens the game, reduces inflammation, allays all pain, and cures wind colle. To cents a totals

THE POPULAR favorite for restoring and beautifying the bair is FARKER'S HARR BALSAM.
FARKER'S GINGER TORIO etrengthese the langua.

## OVERCOATS

Having purchased their entire WHOLESALE STOCK OF FINE OVERCOATS from MESSES, MARK SAMP TER & CO. of 623 Broadway, who retire from business Jan. 1, 1898, at about one half of what they cost to manufacture, we propose to give our customers the benefit of our fortunate purchase. We will sell TO-DAY 2,000 of these elegant garments made from rich foreign Chinchillas, Montagnaca, Erystans, Meltons, Kerssys, and Beavers, silk or satin lined, at

## FIFTEEN DOLLARS.

Not an overcoat in the lot but what cost \$20 to \$32 to manufacture, and was intended to retail for more than double the prices we sak. You are cordially invited to impect these goods, whether intending to purchase or

## A. H. KING & CO.,

LEADING AMERICAN CLOTHIERS, 627 AND 620 BROADWAY.

STORE OPEN UNTIL 10 O'CLOCK TO-NIGHT.

Financial.

TO ALL STOCKHOLDERS

OF THE EAST TENNESSEE, VIRGINIA

AND GEORGIA RAILWAY CO.: On October 18th the shareholders are called to author-

TO THE IMPROVEMENT AND EQUIPMENT MORTGAGE recommended unanimously by the London Shareholders' meeting and by the Directors representing both classes of stock. Assent is required from three-fourths of all stockholders of record. This very large proportion, which is required by the law, renders necessary the cowhich is required by the law, renders necessary the co-operation of all the smaller shareholders, many of whom doubtless have omitted to return their proxies, thinking t unnecessary. All shareholders are therefore renested to do so without delar, as the Company requ capital will provide.

SAMUEL THOMAS,

Proxies may be obtained from MOORE & SCHLEY, 26 Broad Street,

26 Broad Street,
POOR & GREENOUGH,
86 Wall Street,
EDWARD SWEET & CO.,
88 Broad Street,
MAITLAND, PHELPS & CO.,
24 Exchange Place,
RICHARD IRVIN & CO.,
87 William Street 87 William Street.

> 23 WALL ST. NEW YORK, OCT. A 1888.

## RICHMOND & ALLEGHANY R. R. CO.

TO THE SECURITY HOLDERS OF THE

tile Trust Company's certificates for each class of bonds and for stock (assessment paid) of the RICHMOND AND ALLEGHANY RAILROAD COMPANY having already accepted the terms of the agreement dated Aug. 1, 1888, between C. H. Coster and others, committee of the first part, and Erwin Davis and others committee of the second part, notice is hereby given that, in accord-ance with the terms of said agreement, the Chesa-peake and Ohio Reorganization Committee has limited the time for depositing outstanding certificates for Stock and Bonds of the RICHMOND AND ALLEGHANY R. R. Co. to Oct. 20, 1888, after which date deposits, if received at all, will be subject to such penalities, terms, and conditions as said committee may fix.

All outstanding security holders are, therefore, notified to deposit their certificates with DREXEL, MORGAN &

CO., 23 WALL ST., New York, on or before Oct. 20, 1838. DREXEL, MORGAN & CO., Depositaries,

C. H. COSTER, R. J. CROSS, A. J. THOMAS,

R. J. CROSS, Committee, A. J. THOMAS, Committee, A. J. THOMAS, COMPANY.

EAST TENNESSEE. VIRGINIA AND GEOEGIA

RAILWAY COMPANY. NEW YORK,

STOCKHOLDERS' MEETING.

A meeting of the stockholders of the LAST TENNES.

SE. VIRGINIA AND GEORGIA AND THOMPANY IS hereby called, to be held at the offices of the company, in the city of KNOXVILLE, TENN., on THURB-DAY, the 18th day of October, 1883, at 10 o'clock A. M., The object of said meeting is to consider the question of the issuance of not exceeding \$4,080,030 of bonds to be known as EAST TENNESSEE, VIRGINIA and GEOR-GIA RAILWAY COMPANY IMPROVEMENT and LEQUIPMENT BONDS, for the purpose of providing funds for the making of betterments and securing additional equipment for said company; said bonds to be secured by a deed of trust upon so much of the company's line of railway and appurtenances as is described in the deed of trust upon so much of the company's line of railway and appurtenances as is described in the deed of trust upon so much of the company's line central frust Company of New York, dated July 18, 1800 of the company of New York, dated July 18, 1810 of the Company of New York, dated July 18, 1811 of the Central frust Company of New York, dated July 18, 1811 of the Central frust Company of New York, dated July 18, 1811 of the Central frust Company of New York, dated July 18, 1811 of the Central frust Company of New York, dated July 18, 1811 of the Central frust Company of New York, dated July 18, 1811 of the Central frust Company of New York, dated July 18, 1811 of the York New Y

IRVING A. EVANS & CO.,

BANKERS & BROKERS,
MEMBERS OF THE
BOSTON, NEW YORK, AND PHILADELPHIA.
STOCK EXCHANGES. Stock Exchange Building, 53 STATE ST., BOSTON.

Dividends and Interest.

PANY, 15 BROAD ST. (MILLS BUILDING), NEW YORK, Oct. 9, 1888.—A semi-annual dividend (No. 3) of TWO AND ONE-HALF (214) PER CENT. on the Pre-For day one final (29) Fig. U.S.I. on the Fre-ferred Stock of this company has been declared by the Board of Directors, and is payable on and after Wednes-day, Oct. 31, 1888, to stockholders of record on the books in this office, on Saturday, Oct. 29, 1888, at 12 M. No certificates of the Preferred Stock will be received, for transfer after Saturday, Oct. 29, 1888, at 12 M., until the morning of Nov. 1, 1888. T. W. LILLIE, Treasurer.

OREGON IMPROVEMENT COMPANY. A quarterly dividend of 1% per cent on the common stock of the company will be paid Nov. 1, 1888, at the office of the company in Mile Building. New York City to stockholders of record Oct. 15, 1888.

The common stock transfer books will be closed Oct. 15, 1888, at 10 o'clock P. M., and remain closed until Nov. 2, 1888, at 10 o'clock A. M.

F. W. SMITTH, Treasurer.

Billiards.

A -A LARGE STOCK of new and second-hand tables for sale at bargains; handsome designs for private residences a specialty. 1. for sale at bargains; handsome designs for prive endences a specialty. Bowling Alleys, Refrigerators, Bar Outfits, &c. THE BRUNSWICK BALKE-COLLENDER CO., Broadway, corner 17th at. (Union square).

Wigs, &r.

FOR WIGS and toupees the very best that can be made ro to L. RAUCHPUSS, 44 East 12th st., be-tween Broadway and University place. Established 1840. SEND FOR MY CIRCULAR. Jurs.

BUY YOUR FURS and Scalekins from C. C. SHAYNE, manufacturer. 103 Prince st. Perfect fitting gar-ments, newest styles, lowest possible prices for reliable goods. Furs made to order; repairing done. Dry Goods.

85°C.-VELVET CARPETINGS: large Reversible fours, is all price; furniture, A. LESTER'S SONS, 730 Ewsy. Machinery. NEW leather belting 70 per cent. price list; second-hand given away (almost). INDEPENDENT, 56 Centre at.

The Mudeline's Captain Libels The Queen. A libel against the steamship The Queen for trict Court yesterday by Capt. Dominique Roulet, whe was commander and part owner of the French fishing schooner Madeline, which was sunk by the Queen at sea off Newfoundland on Friday morning. Oct. 5, when twenty-one of the Madeline's crew were drowned. In this complaint, Capt, floulet states that this deck watches and lookouts were on duty, that his lights were burning brightly, and that the weather was clear. His watches rejorned The Queen when half a mile from the schooner, upon the starboard side, and he immediately had the for log-time wounded as a warning signal. The Queen however, the hald had shaft the fore rigging, cutting held the hald had shaft the fore rigging, cutting held the hald had been shaft the fore rigging, cutting held had been successful to the bottom of the sea. He does not be cargo, and \$1,000 or the crew's personal effects. trict Court yesterday by Capt. Dominique Roulet, who

Astoria Carpet Weavers Strike. A strike occurred among the employees of Joseph Wild & Co.'s Sunswick carpet mills at Astoria.

1. 1. yesterday morning Eighteen of the thirty-four ioms in the factory were stopped in consequence. The trouble originated in the superintendent M. Armitare, employing a non-union tiern an weaver to teach him how to work a west from. The striking weavers who have mostly all ecototimen and trishmen, belonged to the Arighits of Labor. They averaged St a week on piece work. The firm sent to This adelphia for ment of take the arrivers places, and late in the afternoon five weavers arrived and were put to work.

Patrick Nash Kills Himself.

Patrick Nash, a wood turner, employed by erome Turner 4 Co. in Jersey City, committed suicid yesterday by cutting his threat with a pocket knife. He was hysars and snark, and lived at all Washington street. Farsey filty. His employer said he had been a good workman. He did not drink and had no bad habits. If he was in any trouble none of his friends naw it.